

**MINUTES**  
**MICHIGAN STATE TRANSPORTATION COMMISSION WORKSHOP MEETING**  
**February 27, 2003**  
**Lansing, Michigan**

Meeting noticed in accordance with Open Meetings Act, Public Act 267 of 1976.

Present:     Ted Wahby, Chairman  
              Lowell Jackson, Commissioner  
              John Garside, Commissioner  
              C. Robert Baillod, Commissioner

              Frank Morway, Chief Examiner  
              Kristine Rivas, Executive Assistant  
              Pat Isom, Assistant Attorney General  
              Gloria Jeff, Director  
              Sharon Edgar, Passenger Transportation  
              Susan Mortel, Bureau of Transportation Planning  
              John Friend, Bureau of Highway Delivery  
              Terry Anderson, Bureau of Highway Development  
              Kirk Steudle, Chief Deputy Director

Absent:     Betty Jean Awrey, Vice Chairwoman  
              Robert Bender, Commissioner

A list of those people who attended the meeting is attached to the official minutes.

Chairman Wahby called the meeting to order at 8:35 a.m. in the Bureau of Aeronautics Commission Conference Room, Lansing, Michigan.

Director Jeff introduced Sarah Hubbard from the Greater Detroit Regional Chamber of Commerce to give an overview of the proposed legislation regarding the Detroit Area Regional Transportation Authority (DARTA) legislation.

Ms. Hubbard discussed the purpose of the Authority which is to plan, design, and operate the region's public transit system. Under the plan, the Detroit Department of Transportation and SMART would still be the incumbent providers; not a merger, but they would provide additional service where there is an opportunity. As originally stated in the bill, the service area would include the City of Detroit and Macomb, Monroe, Oakland, Washtenaw, and Wayne Counties. Other adjacent counties could join the authority by vote of the County Board of Commissioners. The board would hire a Chief Executive Officer (CEO) to oversee the day-to-day operations. The CEO would be accountable to the board. The basis of the board would be set up by population. The board would act, generally, by a majority vote. The bill also establishes the Authority as the designated recipient for state and federal funds, which would be switched over to this authority from the current regional transit coordinating council, so there would be a smooth transition for those funds. The Authority can apply for and accept grants and loans and any other kind of money, borrow money, and receive the proceeds of taxes, but it is prohibited from levying taxes.

The current status of the legislation is that the bill passed legislation last year, but Governor John Engler vetoed it on December 30, 2002. The bill now has been reintroduced and the House version has been passed and is now sitting in the Senate Commerce Committee.

Director Jeff then spoke about the process that would be needed to take place. First there would be a need to select the CEO, which would involve looking for someone that had a track record of success. An implementation plan would be put into place with input from the legislators, and DARTA staff would assist in creating that plan. The plan would have two components: 1) Operation - service delivery and 2) Finance - how will it be paid for. One scenario would be no change in funding - the state and federal government would remain unchanged. The second scenario would be new revenues. Because of the implementation plan, it would go back to the Michigan Legislation; request legislation to take action to make more revenue available. Another scenario is to go to local units of government and ask for additional funding. Director Jeff stated what she would like to see happen today is to have the Commission consider a Resolution to support the concepts of DARTA, support the concept of regional public transit, and to get it done this year. Discussion followed.

### **ADJOURNMENT**

Chairman Wahby adjourned the meeting at 9:02 a.m.

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Commission Advisor